



CIVIL AIR PATROL  
KENTUCKY WING HEADQUARTERS  
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KENTUCKY WING SUPPLEMENT  
CAP REGULATION 60-1

10 APRIL 2005

## Operations

### CAP FLIGHT MANAGEMENT

CAPR 60-1, dated 10 JUNE 2004, is supplemented as follows...

**2-1 (p) Added.** Aircraft flown for USAF funded missions are to be used in the following order:

- 1) CAP Corporate Owned
- 2) Member Owned
- 3) Member Furnished - i.e. Rental, Aero Club, etc.

Member owned/furnished aircraft may be prioritized for use when no corporate assets are available that will meet mission requirements. If a corporate asset is not available locally, a member owned aircraft may be used to ferry personnel to a corporate asset for mission use or to a mission base.

Priority of use of corporate aircraft will follow the flight release codes in order from A-C. In the event of an aircraft scheduling conflict, excluding A1 or A2 missions, the wing Director of Operations or his/her designee will determine the allocation of aircraft.

**2-2 (d) Added.** Prior approval must be obtained from the Wing Commander, or Director of Operations, to operate to or from airfields with unpaved runways. During an actual mission this authority is also delegated to the incident commander.

**2-5 (b) Added.** Kentucky Wing pilots and aircraft are hereby authorized to conduct flight operations in the adjoining wings of Indiana, Ohio and Tennessee. Operations within other wings must receive prior approval from the Wing Commander.

**2-8 Added.** Pilot records of all active Kentucky Wing CAP pilots will be maintained at the KY Wing HQ/Standardization & Evaluation office.

All pilot authorization requests will be sent to the wing Standardization/Evaluation office. Said request should include all applicable documentation as provided in CAPR 60-1 paragraph 2-8 (a thru k), and using the KYWG Form 11 as a cover sheet. Any documentation that was previously submitted, and is still current, need not be duplicated.

As per CAPR 60-1 paragraph 2-8, due to the KY Wing centralized pilot record policy, unit commanders need not maintain pilot records at the unit level.

**2-14 (m) Added.** In addition to the items provided in CAPR 60-1 paragraph 2-14, the standard KYWG Aircraft Information File will contain a copy of this KYWG Supplement to CAPR 60-1.

**2-21 Added. Kentucky Wing General Operating Rules.** The following general operating rules apply to all flight activities involving Kentucky Wing CAP aircraft.

- a. Other than for required maintenance, any repositioning of Kentucky Wing aircraft will be coordinated through, and approved by, the wing Operations Officer (DO) and/or the Wing Commander prior to the aircraft being moved. Short-term moves may be coordinated through the DO by means of e-mail, phone or fax. The wing Maintenance Officer must approve the repositioning flight of a Kentucky Wing aircraft, for the purpose of required maintenance. In addition, any flight requiring an FAA ferry permit will be conducted in accordance with all applicable FARs.
- b. The aircraft Pilot Operating Handbook will be placed in an area that is readily accessible to the PIC, without assistance, during all aircraft operations.

**2-22 Added. (PIC) Pilot In Command Responsibilities.** The following operational procedures are the responsibility of the PIC.

- a. Report any maintenance problems to the flight release officer (FRO) and annotate the Tachometer Sheet located in the AIF (Aircraft Information File).
- b. Assure the aircraft is properly secured and serviced, that all trash and debris are removed from the aircraft, and that the windscreen is clean.
- c. Advise the FRO of the elapsed hobbs, ending flight (Hobbs), and Tachometer times.

**Note:** The PIC and FRO together should make a determination as to the urgency of any maintenance considerations, and whether or not to alert the wing Aircraft Maintenance Officer immediately.

**3-2 (h) Added.** In addition to other requirements, CAPR 60-1 requires mission pilots to have 25 mission sorties as PIC to qualify as a mission check pilot. CD mission sorties do not meet the requirements of this section and will not be accepted.

**3-2 (i) Added. Chief Check Pilot.** Chief check pilots are approved by the wing Standardization/Evaluation Officer to administer CAPF 5 flight checks to wing check pilots, and must meet the following requirements:

- 1) Be an active CAP Pilot at least 21 years of age.
- 2) Meet the requirements of a check pilot as outlined in CAPR 60-1, dated 10 June 2004.
- 3) Satisfactorily complete the *National Check Pilot Standardization Course (NCPSC)* prior to initial appointment and every 2 years thereafter.
- 4) The wing Standardization/Evaluation Officer will designate chief check pilots with the concurrence of the wing Director of Operations.

**3-2 (j) Added. Chief Mission Check Pilot.** Chief mission check pilots are authorized by the Wing Commander to administer mission check pilot check rides, and must meet the following requirements:

- 1) Be an active CAP mission pilot at least 21 years of age.
- 2) Meet the requirements of a mission check pilot as outlined in CAPR 60-1, dated 10 June 2004.
- 3) Satisfactorily complete the *National Check Pilot Standardization Course (NCPSC)* prior to initial appointment and every 2 years thereafter.

- 4) Chief mission check pilots must have a minimum of 40 mission sorties (actual and/or training) as PIC and satisfactorily complete a CAPF 91 *Mission Pilot Checkout* with a chief mission check pilot. CD mission sorties do not meet the requirements of this section and will not be accepted.
- 5) The wing Standardization/Evaluation Officer will designate chief mission check pilots with the concurrence of the wing Director of Operations. A chief check pilot may be concurrently designated as a chief mission check pilot if qualified to hold the position.

**3-2 (k) Added.** The wing Standardization/Evaluation Officer is designated as the appointing authority for chief check pilots, check pilots, instructor pilots, chief mission check pilots, mission check pilots, CAP cadet orientation pilots, and AFROTC cadet orientation pilots.

**3-3 (a) Added.** In addition to meeting the 100 hours total PIC time required by CAPR 60-1, each pilot wishing to exercise the privilege of acting as PIC of C-182 aircraft shall have logged 10 hours PIC time and 25 takeoff and landings in a C-182.

Pilots wishing to exercise the privileges of acting as PIC of a C-182T shall complete a checkout per the KYWG Form-14 (Cessna 182T Checkout Checklist).

Pilots must receive an initial aircraft checkout with a Kentucky Wing check pilot or instructor pilot prior to conducting flight operations as pilot in command of a C-172R or C-172S. The aircraft familiarization checkout needs to review the differences in the new aircraft in both ground and flight operations. A checkout can be accomplished in either the R or S to satisfy the requirement. Pilots who have previously logged time as pilot in command in a C-172R or C-172S are exempted from this requirement.

Pilots who have completed the C-182T checkout (KYWG Form-14) will be considered to have met the above requirement for the C-172R/S model aircraft.

**3-5 (d) Added.** Chief check pilots are hereby designated by the Wing Commander to administer check pilot flight checks as provided in CAPR 60-1 paragraph 3-5 (d).

**3-5 (j) Added.** Any pilot from another wing, who transfers into, visits or resides in the Kentucky Wing on a temporary or permanent basis, must complete a local procedure familiarization flight with a Kentucky Wing check pilot prior to conducting flight operations as PIC. If the member is mission qualified, then the check pilot must also be a mission check pilot if the member wishes to exercise mission related flight activities. The wing Standardization/Evaluation Officer or wing Director of Operations may grant a written waiver in exceptional circumstances.

**3-5 (k) Added.** CAPF 5 and/or CAPF 91 flight checks will not be conducted as part of an actual SAR/DR mission.

**4-2 Added.** All A-7 mission symbol flight releases will be obtained from a flight release officer designated by the wing Director of Operations to release such flights.

**4-2 Added.** All C-8 and C-9 mission symbol flight releases will be obtained from a flight release officer designated by the wing Director of Operations to release such flights.

**4-2 Added.** All C-15 mission symbol flight releases will be obtained from a flight release officer designated by the wing Director of Operations to release such flights.

**4-5 (e) Added.** Kentucky Wing flight release officers must have access to e-mail.

**4-9 (a) Added.** Kentucky Wing flight release officers will be appointed at the wing level. The wing DO or DOV is designated as an appointing authority, and will be responsible for seeing that a list of FROs is published and made available to all Kentucky Wing CAP pilots.

A handwritten signature in cursive script, appearing to read "Henry L. Heaberlin".

Henry L. Heaberlin, Colonel, CAP  
Wing Commander

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Supersedes: All previous Kentucky Wing Supplements to CAPR 60-1